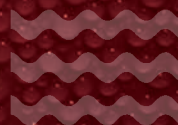




# SOUTH CAROLINA PORT GUIDE



*second edition*





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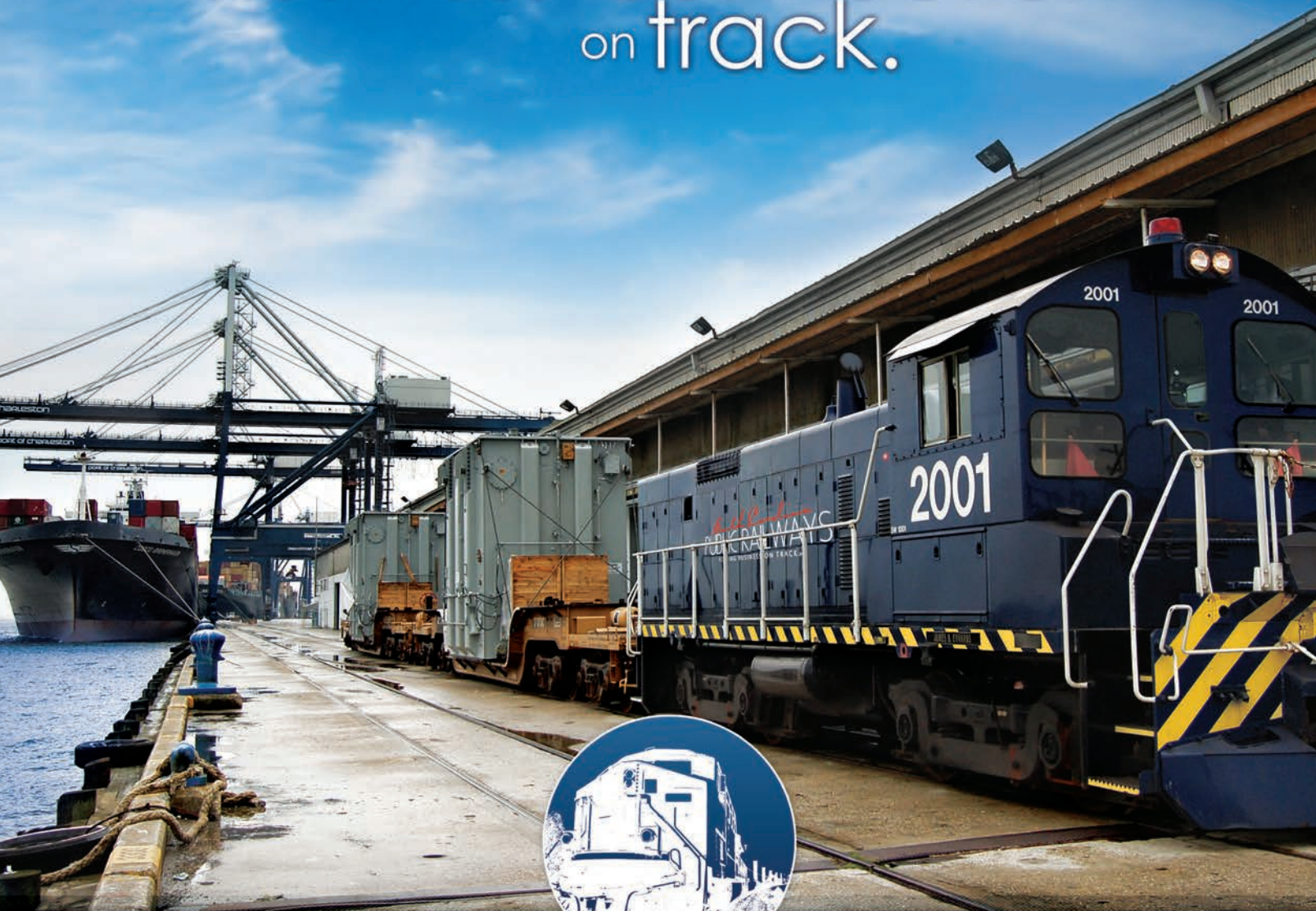
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## Message from the President & CEO

Welcome to the second edition of the South Carolina Port Guide, your all-in-one resource on South Carolina's seaports and infrastructure.

We have a great story to tell here in South Carolina and we're eager to share it. That story will unfold on the pages of this book; but I will take this moment to highlight for you the extraordinary commitment being made to ensure we deliver unparalleled access to global origins and destinations for our clients.

In 2011 the South Carolina State Ports Authority embarked on a \$1.4 billion capital investment campaign. The State of South Carolina is contributing at least \$500 million in capital projects. Together the two represent a \$2 billion commitment that includes upgrades to our current facilities, new IT systems, building new facilities and a port access artery, deepening our harbor, widening I-26, significant new investments in cargo development efforts, and other initiatives. This commitment should give great confidence to clients currently using our ports and those considering a port selection decision. But anyone can make bold statements. What separates us is that we deliver. South Carolina delivers. My client promise is simple: Reliability. Unrivaled productivity. Exceptional service. Room to grow. Client-focused solutions. Deep water.

Thank you for spending time with our publication. Please know our staff stands ready to assist with your questions and will work with you on creative solutions for your business needs today—and for the decades to come.

Best Regards,

A handwritten signature in black ink, appearing to read 'Jim Newsome' followed by a stylized monogram.

Jim Newsome  
President & CEO







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and Sales Staff

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# Momentum

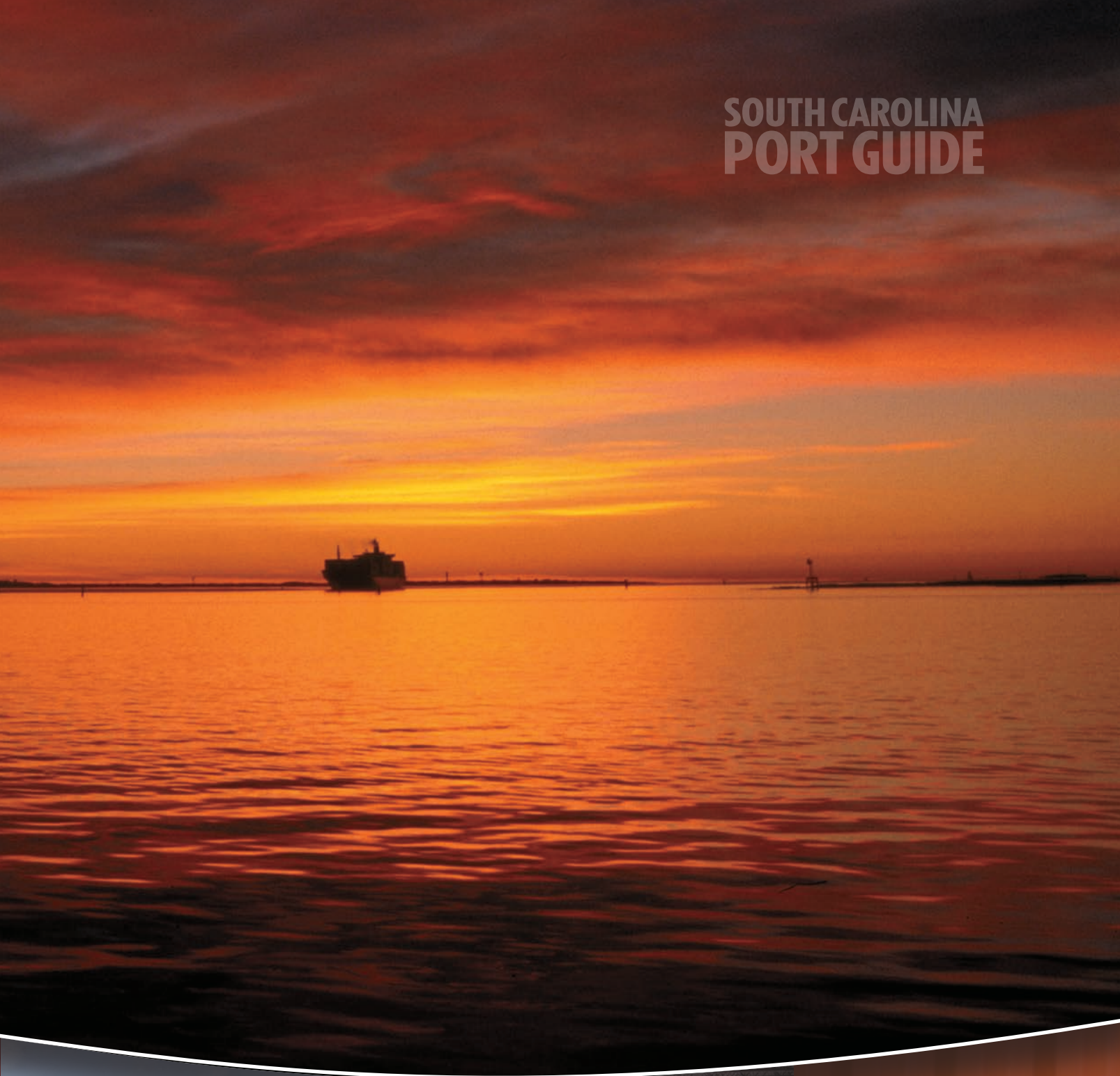
## Propels South Carolina Ports

South Carolina's ports are riding a wave of momentum. Buoyed by increasing business, positive customer relations, new shipping services and the deepest water in the Southeast, the Ports of Charleston and Georgetown are on a rising tide.





# SOUTH CAROLINA PORT GUIDE





# Strategic Vision

South Carolina's ports are preparing for the growth of trade in the coming decades through four strategic priorities – each tied to one another – that provide a framework for the ports' forward momentum.





# 1

## **Infrastructure Development**

Between the S.C. State Ports Authority and the State of South Carolina more than \$2 billion is being invested in port-related infrastructure. These projects include a new container terminal (the only new terminal permitted on the U.S. East and Gulf Coast), the deepening of Charleston Harbor to deliver all-tide access to post-Panamax ships, the widening of I-26, a new dual-served intermodal rail facility, and other many other vital projects that offer direct benefits to clients.

# 2

## **Cargo Growth**

Clearly, a port is only as strong as the freight base it serves. An aggressive, integrated state-wide effort is continuing to find success in attracting new port-dependent business. In recent years South Carolina has attracted \$5.6 billion in port-dependent industrial development including more than 17 million square feet of industrial space. Much of that investment has come from the most demanding big brand clients in the world such as BMW, Michelin, adidas, Starbucks, Bosch, Daimler Vans, Amazon, TBC/Tire Kingdom, Continental Tire, Bridgestone/Firestone, Boeing... and we've only just begun.

# 3

## **Productivity & Efficiency**

South Carolina Ports are known the around the world for high efficiency. The Port of Charleston enjoys the position of the most productive container port in North America averaging 43 moves per hour per dockside crane and 22-minute truck turn times. Charleston is 60% more productive than U.S. West Coast ports. Clients can have confidence in our productivity and reliability because we've owned the position for decades and have proven it to the most demanding firms in trade. Protecting and enhancing this benefit is a vital to clients and our success as a port.

# 4

## **Financial Sustainability**

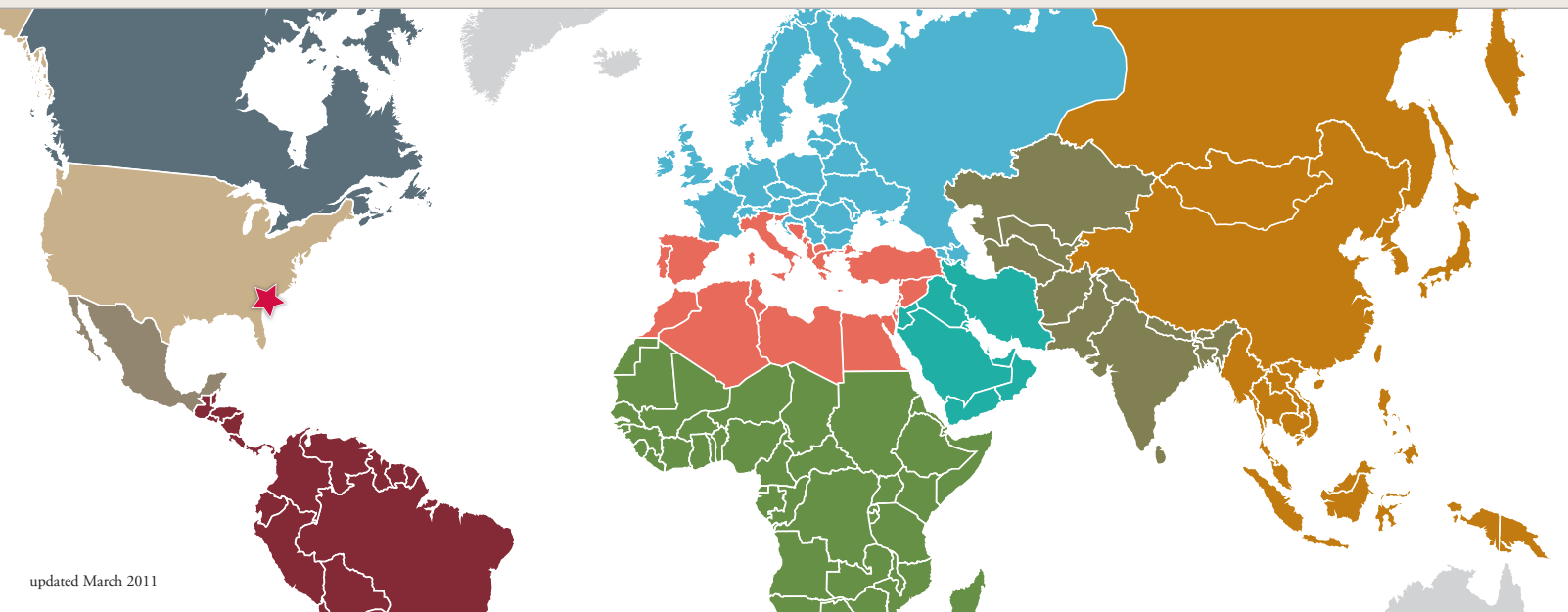
For more than 30 years, South Carolina's ports have been self-supporting and independent of state taxpayer dollars. Retaining this financial sustainability is key to future growth, which is not tied to government budgets. In fact, over the next 10 years, the Ports Authority plans to implement \$1.3 billion in capital projects.




















































**SOUTH CAROLINA  
PORT GUIDE**













# OCEAN CARRIER SERVICES



updated March 2011

	Trade Route	Service & Participating Carriers
	Africa / Canada	CSAL - Canada States Africa Line (Semi-inducement)
	Africa / Carib	Maersk Line/Safmarine/MSC - America Express-AMEX
	Asia	COSCO/K Line/Yang Ming/Hanjin - AWE3 rtw
	Asia	Zim/Grand Alliance/Hyundai - South China East Coast Express - SC2
	Asia / C Am	Maersk Line/Safmarine - TP7
  	Asia / C Am / N Europe	New World Alliance/Maersk/CMACGM - APX
	Asia / C Am	Evergreen Line/CSCL - NUE
 	Asia / N Europe	Chipolbrok - AsiaUSA
	Asia e/b 1 / WCSA e/b	Rickmers-Linie - Asia/ECNA
  	Asia (via Suez) / Mid E / ISC	New World Alliance/Hanjin - Suez Express-SZX
   	Asia / Carib / Mid E / ISC	MSC - East Coast/CaribAsia GGS
	C Am / NCSA / WCSA	CSAV/Libra/CCNI/Hamburg Sud - Americas Service
	Carib / WCSA	MSC - ECNA/Freeport/WCSA (String 2)
	Carib / ECSA	MSC/CSAV/Libra-Montemar/Hapag-Lloyd - Intra-America 1
	ECSA	Hamburg Sud/Alianca/CSAV/Libra - East Coast Americas
 	Med / Mexico	K Line - Transatlantic ro-ro
	Med	MSC - MEDUSA
 	Mid E / ISC	Grand Alliance/CMA CGM/APL/ANL - IEX/INDAMEX
	Mid E	Liberty - US Inbound / Outbound
 	Mid E / ISC	Maersk Line/Safmarine - MECL1
	N Europe	Hoegh - Middle East
	N Europe	K Line - North Atlantic Shuttle RoRo service
	N Europe	Wallenius Wilhelmsen - PCTC North Atlantic
	N Europe	ARC/Wallenius Wilhelmsen - PCTC Mid Atlantic
	N Europe	Grand Alliance/Zim/ACL/Hamburg Sud/Alianca - ATX
	N Europe	Grand Alliance/ACL- Gulf Atlantic Express-GAX
	N Europe	COSCO/K Line/Yang Ming/Hanjin/Evergreen/Zim - TAE / TAS1
	N Europe	Maersk Line/CMA CGM/APL/HMM - TA2/Atlantic South
 	N Europe / C Am	New World Alliance/Maersk Line
 	N Europe / Carib	MSC - S Atlantic/Mexico/Gulf
 	N Europe / Mexico	HapagLloyd/OOCL/ACL - Gulf Mexico Express-GMX
 	N Europe / Mexico	CMA CGM/CSAV/OOCL - Victory Bridge
 	US / Asia	BBC Chartering - BBC Far East-US Service

 Africa  
 Asia  
 Canada  
 Caribbean  
 Central America  
 South America  
 India  
 Middle East  
 Mediterranean  
 Mexico  
 North Europe  
 United States





Rotation	Terminal
Montreal, Baltimore, <b>CHARLESTON</b> , Savannah, New Orleans, Houston, Walvis Bay, Cape Town, Durban, Richards Bay, Saldanha Bay, Tamatave, Abidjan, Dakar, Lome, Douala, Tema, Monrovia, Freetown, Maputo, Dar Es Salaam, Mombasa	VT
New York / Baltimore / Norfolk / <b>CHARLESTON</b> / Freeport / Port Elizabeth / Durban / Cape Town / New York	WW
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Beaumont, <b>CHARLESTON</b> , Jacksonville, Philadelphia, Wilmington, Baltimore, Savannah, Shuaiba, Umm Qasr, Mina Salman, Salalah, Karachi, Aqaba, Mersin, Alexandria	VT
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Shanghai / Masan / Kobe / Yokohama / Long Beach / <b>CHARLESTON</b> / Houston	CS








# Bringing the World to Your Door

*Wherever you're going, you can get there from here.*

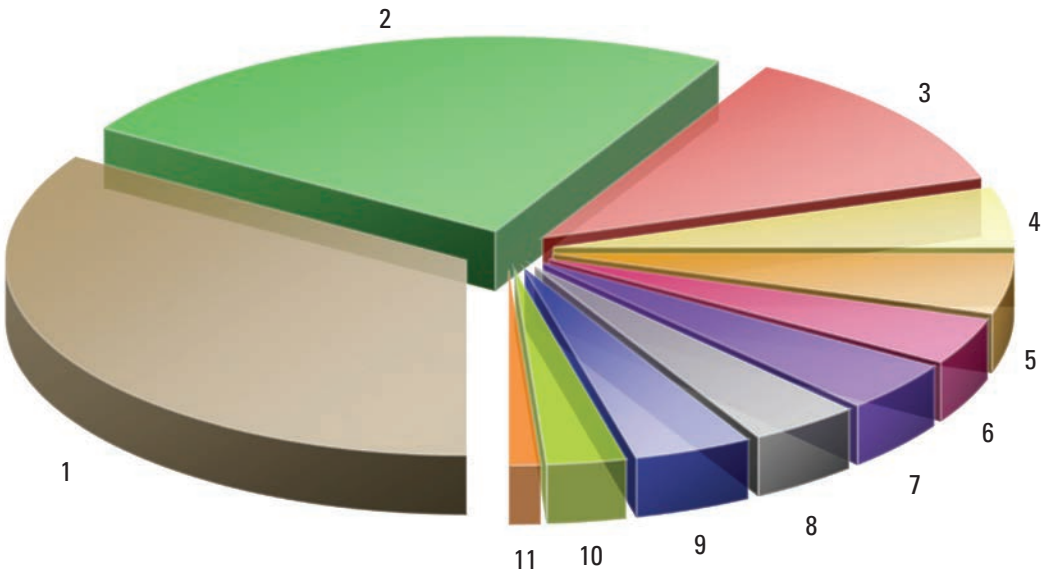
With regular services touching all parts of the globe, South Carolina's ports open the door to more than 150 nations worldwide.

Container service in Charleston is diverse, reaching trade lanes far flung and closer to home. The growing Northeast Asia trade is

covered with several services by both Panama and Suez Canal transit.

Big ships are choosing Charleston in tall order. The port handles four post-Panamax ships each week. 

PERCENTAGE OF  
TRADE LANES  
REACHED BY SOUTH  
CAROLINA PORTS



- 1. North Europe.....**34%**
- 2. Northeast Asia.....**24%**
- 3. India & Other Asia .....**12%**
- 4. South America East Coast.....**5%**

- 4. South America West Coast .....**5%**
- 6. Middle East.....**4%**
- 7. Southeast Asia .....**4%**
- 8. Africa .....**4%**

- 9. Mediterranean.....**4%**
- 10. East Europe.....**3%**
- 11. Central America, Caribbean .....**1%**



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# New Programs Target Key Commodities

Whether you're shipping agricultural goods, auto parts, furniture, vehicles or apparel, the South Carolina Ports sales team delivers on creative solutions to serve each customer's unique business needs.


Keying in on specific areas of growth, the team has launched several new programs aimed at heavy cargoes and specific business segments.

South Carolina is competitive over-the-road weight on heavy goods to best maximize the shipment of these goods per container. The overweight program – 100,000 lb. gross vehicle weight for all shipping containers – is a key win especially for the region's agriculture industry that relies on exporting product to overseas markets.

Specific examples of this are in the export of frozen pork and poultry. Under the permit

program, shippers can send refrigerated shipments of up to 100,000 pounds gross vehicle weight with an overweight permit on South Carolina roads. The shipment of grain products, including soy beans, is another area where the overweight permit reduces overall transportation costs for the shipper by maxing out the cubic space within a container.

Also to boost grain shipments – as well as other transload-optimal commodities like cotton,

wood pulp and foodstuffs, the Ports Authority has established a partner program with the area's local rail-served warehouses, which comprise more than 2.7 million feet of space. The warehouses, served by one or both of the area's Class 1 railroads, provide a cost-effective solution for shippers transporting these commodities – which can easily be transloaded from a rail car on-site to a shipping container for export. 



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# Utilizing Foreign Trade Zones



Does your company or customer import? Do you import products into the United States? Do you export? Does the annual value of the imported products exceed \$1 million? Are your imported products used in a manufacturing, assembly or other value-added process? Do you have a “Just in Time” inventory system? Do you import products subject to quotas? Do you file more than 100 formal CBP entries per week? Are the items you import subject to high tariff rate?

If you answered yes to any of these questions then you could benefit from being in a Foreign Trade Zone (FTZ).

What is a FTZ? They are secure areas under U.S. Customs and Border Protection’s (CBP) supervision that, upon activation, are considered outside the U.S. Customs territory for the purpose of Customs duty payments. The

authority for establishing FTZs is granted by the U.S. Commerce Department FTZ Board (15 C.F.R. Part 400).

By using an FTZ your products can be:

- Assembled
- Tested
- Sampled
- Repackaged
- Destroyed
- Mixed
- Manipulated
- Cleaned
- Stored Indefinitely
- Salvaged
- Processed.

Manufacturing in an FTZ requires a special manufacturing authority. Contact your FTZ Administrator for more information.

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## BENEFITS OF BEING PART OF A FTZ

### Duty Reduction

Zone status selected so that duty is based on: Duty rate applicable to either the materials as admitted to FTZ or Duty rate applicable to finished product as it is removed from the FTZ, whichever is lower.

### Duty Elimination

No Duty on exports. No duty on waste or scrap. Finished product may be “duty free” (i.e. FujiFilm “Quick-snap” cameras are duty free).

### Duty Deferral

No duty or federal excise taxes are applied to products or raw materials imported for domestic sale in the United States until exported out of the FTZ, freeing up capital for other endeavors / investments.

### Exports

No duty is paid on merchandise exported from a FTZ eliminating the need for Customs drawbacks.

### Capital Equipment

Duty on capital equipment used in manufacturing may be deferred until point of sale of the finished products.

### Reduced Delivery Times

Special direct delivery procedures expedite the receipt of merchandise, reducing inventory cycle time and avoiding costly assembly line shut downs when Customs is unavailable for clearance (weekends and holidays).

### Merchandise Processing Fees

FTZs can utilize weekly entry procedures to allow for “batching” of Customs entries on a weekly basis. MPF is based on a percentage of the value of the merchandise covered by a single entry, minimum of \$25 and maximum of \$485 for all Customs entries in 1 week!

Some of the South Carolina businesses currently taking advantage of the FTZ Program



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It's no secret that in a short period of time, deep water at U.S. East Coast ports has become a pivotal issue. As American consumption waned acting as a damper on imports, export demand surged creating a confluence of events that is forcing ocean carriers to upscale vessel size and load up on heavy exports. Water depth is a critical limiting factor at some ports, but not in Charleston. Charleston is deepest in the region--by a significant margin--and the push to be the Southeast port that delivers all-tide, two-way access for post-Panamax ships is gaining momentum.

South Carolina port and elected leaders are working together to ensure that Charleston is deepened to meet the demand, which is critical not only to the port itself, but is essential to the clients that depend on access to global markets for their livelihood. At least 20,000 firms in several dozen states rely on the Port of Charleston for their global competitiveness. Those firms move \$58 billion worth of cargo through the Charleston Customs District annually.

"It is a clear that the Southeast needs at least one port that is capable of delivering all-tide, two-way access to post-Panamax vessels,"

said Jim Newsome, president and CEO of the S.C. Ports Authority. "We believe Charleston is our nation's best chance to deliver a next-generation harbor for the Southeast region. This deepening project will drive economic investment and jobs in our state while customers across the entire region will benefit from lower supply chain costs. And, importantly, this is the nation's best buy for a South Atlantic deepening project."

According to the U.S. Army Corps of Engineers, the project is estimated to deliver \$106 million in annual benefits. The Federal share of the estimated \$300 cost is \$120 million with the State of

South Carolina contributing the remaining \$180 million.

The case for deepening the Port of Charleston hinges on the reality that the Southeastern U.S. needs a port with 24-hour access for 8,000 TEU ships. The Port of Charleston offers most cost-effective and environmentally sound option, in the region able to deliver that access. The essential facts are as follows:

All-tide, two-way access will require a port to be able to work vessels drafting 50-feet at mean low water in channels a minimum of 800-feet wide.

Currently Charleston's channel is 45-feet mean low water with a tidal shift of at least 5 feet. Two-

way traffic is already permitted in all portions of the channel except the area immediately around the Ravenel Bridge (186-foot air draft).

Charleston is currently handling fully-loaded 9,200 TEU ships drafting as deep as 48-feet and the harbor accommodates two-way traffic. However, this access is limited to only two hours a day on high tide.

Competing ports in Wilmington, Savannah, and Jacksonville each have significant constraints that will not allow them to deliver all-tide, two-way access in the foreseeable future, if ever.







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“ We believe Charleston is our nation’s best chance to deliver a next-generation harbor for the Southeast region. ”

- Jim Newsome  
president and CEO,  
South Carolina State  
Ports Authority

What is driving the upward trend in vessel size and why should anyone other than carriers and ports care?

The trend is driven by pure economics; and any port-dependent business that values efficient access to global markets must position themselves to compete in the post-Panamax era.

The high operating cost, high capital investment cost, long depreciation cycles, and low margins of the ocean carrier industry are driving carriers to deploy larger vessels to gain economies of scale. This has been the driving force of containerization since its inception. We have, however, entered a new era where the scale and pace of the trend has accelerated to a point of challenging all elements of the global trade network to adapt, especially ports.

“Many people thought this was an issue to be worked out in the decade after the Panama Canal

expansion become a reality,” Newsome said. “It’s happening much faster than that. The economic decline has actually accelerated the need for the carriers to gain economies of scale. It costs 30% more per TEU to operate a 4,000 TEU ship vs. an 8,000 TEU ship.”

And the carrier’s hands are revealed in their vessel order books. According to leading industry publication Alphaliner, half of the capacity currently on order is contained in vessels larger than 5,099 TEU. By then end of 2014, 1,200 ships in the 3,000-5,099 TEU class totaling 5 million TEU will be delivered; and 1,200 ships in the 5,100-18,000 TEU class will come online, totaling more than 10 million TEU.

The impact to making site location decisions is that the Port of Charleston delivers the most capability to take advantage of the coming economies of scale and the least risk of those advantages being

compromised. There is considerable risk associated with locating a distribution center or manufacturing plant in a location that is dependent on a Panamax port, that is, a port not able to efficiently work fully-loaded post-Panamax ships. The increased inland cost of draying containers between the facility and the deep-water port will prove to be costly, quickly.

At the Port of Charleston, site locators can be assured of best-in-market access to post-Panamax vessels, now and in the future. For its part, the SCPA is investing \$1.3 billion over the next decade on landside improvements to its facilities, including a new container terminal at the former Navy Base to handle increased trade demand. In order to maximize the benefit of such investments, the deepening of the shipping channel is a critical piece of the puzzle. ☞





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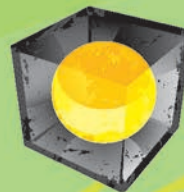
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## Columbus Street Terminal Adjustments Cater to Breakbulk Shippers



Brad Stroble surveyed the expanse of freight spread out before him: turbines, generators, rotors, module boxes, steam drums, ductwork, all spread out over 20+ acres. It was a rewarding sight, but it wouldn't last long. As soon as it clears another major project is right on its heels. A leading firm in the

power generation sector will soon be moving the first installments a new modular style of nuclear power generating plants. In total, the project involves more than 24,000 tons of equipment (some individual pieces weighing as much as 700 tons) and 30 vessel calls. Neither of these projects would have been well-suited to the

Port of Charleston until recently. Breakbulk is making a strong push at the Port of Charleston.

"We have a long history of skilled labor, experienced stevedores, and heavy lift cranes, but we would not have been in the game on this project but for recent improvements at Columbus Street Terminal," said Brad Stroble,

General Manager, Breakbulk, Project Cargo and Georgetown Sales. "The decisive factor in that case was the installation of a new heavy-gauge rail spur that allowed us to transition the largest, heaviest pieces from the yard to rail, with capacity to spare."





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now, at Columbus Street alone we have 65 acres of newly-paved, rail-served laydown areas ready to receive cargo.



- Brad Stroble

General Manager, Breakbulk,  
Project Cargo and  
Georgetown Sales



The Port of Charleston is aggressively seeking non-containerized freight for Columbus Street and Veterans Terminals. Columbus Street, recently improved, is now a wide-open opportunity for shippers of breakbulk, roll-on/roll-off, heavy-lift, and project cargo.



“We have a huge expanse of space for new business now,” said Stroble. “At Columbus Street alone we have 65 acres of newly-paved, rail-served laydown areas ready to receive cargo. We are moving project cargo like never before. We are moving 700-ton turbines directly between rail cars and the ship. We’ve gotten into the aggregates business at Veterans. It’s an exciting time in the non-container world right now.”

When Jim Newsome joined the SCPA in 2010 one of his first agenda items was to diversify the business of the Port of Charleston. The port had become too reliant on the vagaries of the container market, at the expense of non-container freight. A huge step was accomplished in 2011 with the

completion of the \$23 repaving and re-organization of the terminal.

A significant portion of Columbus Street is dedicated to the roll-on/roll-off business of moving automobiles. BMW is the primary client and the expanded facility allows them room to grow. But there is ample area for handling heavy-equipment and other rolling stock and even the placement of an on-terminal vehicle processing center. Several new rail lines were added to optimize the ability to load and unload vehicles from rail cars in addition to the new heavy gauge rail spur.

Veterans is seeing a renaissance of its own. In addition to the steel and ore business the facility has traditionally handled, Veterans

worked a bulk granite vessel recently, a first.

“That ship worked very smoothly and we are thrilled the operation was so efficient,” Stroble said. “Aggregates are a commodity we have not moved much of in the past because we did not have suitable space and operation. But again, we’ve made the necessary changes to get much more aggressive on business like this and we are inviting prospects to look at the Port of Charleston with a new vision when it comes to non-containerized freight.”

For more information contact Brad Stroble, General Manager, Breakbulk, Project Cargo and Georgetown Sales, [BStroble@scspa.com](mailto:BStroble@scspa.com).







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# CARGO DEVELOPMENT NEWS: NEARLY \$6 BILLION IN NEW INVESTMENT

When Jack Ellenberg joined the State Ports Authority team he smoothly made the transition from the second-in-command role at the State Department of Commerce to Vice President, Cargo Development. The state had just closed the deal on one of the largest economic development projects in recent memory. Boeing had chosen the Charleston area for its latest aircraft manufacturing center bringing an initial \$750 million investment. But momentum was just beginning to build.

Since then the state has landed a number of hotly-contested port-dependent projects including two large-scale tire manufacturing facilities, Continental Tire and Bridgeston/Firestone, that are projected to bring 3.4 million square feet of new industrial space and \$1.7 billion in new investment.

Having the port fully engaged throughout the processes was an important factor in each. “At the end of the day there are only two agencies in South Carolina that are empowered to make economic development deals: the State

Department of Commerce and the State Ports Authority,” Ellenberg said. “We work hand-in-hand and the end result is a persuasive, compelling case for South Carolina.”

But Bridgestone and Continental are not the only examples of recent success. Beneficial cargo owners (BCOs) are bullish on the Port of Charleston, investing \$5.9 billion and more than 17 million square feet of new industrial facilities in the state.

“We draw business from a huge hinterland marketplace and have a primary marketplace of our

surrounding six states, but South Carolina is the core of our market, both in terms of proximity to our ports and in terms of our mission. We exist to enhance prosperity for South Carolinians.”

The most obvious examples of the connectedness of SC Ports and jobs in-state are BMW and Michelin, two Europe-based firms that have large-scale manufacturing in the state.

BMW announced late in 2011 that it will soon begin production of its fourth vehicle line at its Plant Spartanburg in Greer, S.C. Many





Our customers rely on market access, speed and efficiency, and the Port of Charleston delivers on all three for us," said Mac Forehand, director of Southeast sales for Performance Team, whose customers include major retailers such as Belk, Gap, Old Navy, Anna's Linens, Ross and Gerber Childrenswear.



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Americans may not realize that the plant is not simply for production cars for U.S. consumers. All X-series BMWs sold throughout the world are manufactured there. Many of the finished vehicles move through the port as well as a large volume of containerized parts to keep the plant humming. The plant expansion is a \$1.65 billion capital investment for BMW.

Michelin also added significantly to its presence in the state with a \$300 million expansion of its own. The French tire-maker has major production facilities in Greenville, Sandy Springs, and Lexington, South Carolina as well as a number of distribution facilities.

In fact, South Carolina is becoming the tire capital of North America with Michelin and Bridgestone expansions, a new plant from Continental on

the way, and the site location of a 1 million square-foot tire distribution center for TBC Inc., the parent company of Tire Kingdom and several other major tire brands.

“The key to our success, I believe,” said Ellenberg, “is two-fold: 1) We work as a team in this state; and 2) We work very hard to deliver real benefits to our port-dependent prospects based on their unique needs. Our value proposition centers on lowering risk, increasing performance, and lowering cost. We can affirmatively demonstrate to prospects that there is significant risk in locating a new facility near a Panamax port in the post-Panamax era. We can show them how the Port of Charleston’s record of high productivity and reliability benefits their supply chain. We

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- Aggressive, targeted incentives.
- Entire state team working to benefit prospects and clients.





can add up the savings offered in South Carolina, both through performance efficiency and incentives.”

That is critical Ellenberg said, because enhancing the freight base of South Carolina Ports is job number one for him. “To be a thriving container port today you really have to deliver the goods in all regions of your hinterland. But you have to have, you must have, a strong base of close-in demand. In the Southeast we don’t have port-

city consumer markets like LA, Long Beach or New York. So the concentration of the distribution business on the import side, and agricultural and manufacturing production on the export side, becomes what drives ships.”

To learn more about what South Carolina Ports have to offer firms with port-dependent site location projects contact Jack Ellenberg (JEllenberg@scspa.com) or Kara Ramsey (KRamsey@scspa.com) for personalized assistance. ☞



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The completed retaining wall of the new Navy Base Terminal under construction at the Port of Charleston.

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A new, 280-acre container terminal on the site of the former Charleston Naval Complex is

currently under construction, with a 171-acre first phase of the project expected to open during fiscal year 2018. At build out, the new terminal will increase total container capacity in the port by a full 50%.

Demolition and preparation activities are well underway to prepare the site. Critical-path construction projects are advancing along a parallel course with market demand and can

be sped up if capacity is needed earlier. The new facility boasts a dedicated port access road connected to Interstate-26, and is within 5 miles (8.2 km) of both Class 1 railroads' local intermodal yards.

Beyond the new facility at the former Navy Base, recently completed enhancements and planned improvements are creating additional capacity at existing terminals. A new, 25-acre

refrigerated container yard at the Wando Welch Terminal – the port's largest container facility – has centralized all temperature-controlled cargoes into one area while bringing on a 10% increase in the facility's capacity. A full 25 acres of shovel-ready property at the Wando Welch Terminal is available for future development as needed.

Beginning in early 2011, a new gate operating structure at all





Charleston container facilities went into effect, bringing each facility to the port's standard common-use operating model, one that has been road-tested for years and has helped cement the port's reputation as the productivity leader in the nation. This adjustment brings with it cost savings as well as an approximate 15% increase in portwide container space.

South Carolina State Ports Authority is committed to enhancing its breakbulk capabilities as well, with part of its capital plan covering improvements to its dedicated breakbulk and project cargo terminals.

Today and for the years to come, we are ready to grow with you. 🌊



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# Georgetown

## IDEAL PORT FOR NICHE CARGO

Standing on the docks at the Port of Georgetown one can see that the port is surrounded by industry and natural resources: a steel mill, paper mill, power generating station, and miles of timber in the Francis Marion National Forest just to get started. Georgetown's

seafaring success however, has ebbed and flowed over the 300+ years since it became an import commercial center in the Colonial era. Recently, the port has been hit hard by flagging global economics and a shipping channel fast silting in, restricting the size of vessels that can call. The SCSPA and the

local community are redefining the value proposition of the port, and there is great firms looking for specific capabilities.

"There are some real opportunities in Georgetown for the right clients" said Paul McClintock, senior vice president and chief operating officer. "There

are not many locations that offer the combination of rail service, laydown areas and a flexible terminal operation that we do in Georgetown."

Georgetown is ideally positioned to handle a variety of bulk and breakbulk cargoes including aggregates, cement, steel, scrap





metal, alloys, forest products, and biomass. Located approximately 60 miles north of Charleston on the Winyah Bay, the port has historically served large scale paper and steel clients in the area. Currently there is approximately 28-acres of open laydown area, two connected, rail-served warehouses totaling more than 100,000sf, and several specialty buildings that could be valuable to new port users.

“We are entertaining a wide variety of clients,” McClintock said. “We’re out there aggressively working with prospects and we encourage non-container shippers to engage us. We have some experienced motivated staff that can help clients find unique, customized solutions there. We are limited by draft. Right now we can only get vessels in at about 18 feet. That puts the port in play for a wide variety of barge business. We are moving to get the channel deepened, but that is going to take some time. So right now we are seeking clients that rely on vessels that are not deep-draft. We’re definitely open to new proposals on custom solutions for bulk shippers.”

For more information on the Port of Georgetown turn to page 52 or contact Brad Stroble, General Manager, Breakbulk, Project Cargo and Georgetown Sales at [BStroble@scspa.com](mailto:BStroble@scspa.com). 🌊



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# Cruising







# from the Holy City

The allure of Southern plantations, pristine beaches, a rich history with global influences and world-class cuisine has been drawing visitors to the Charleston region for decades. As one of the premier travel brands in North America, Charleston welcomes more than four million tourists each year.







Embarkation cruises from the Port of Charleston are one way to tap into a robust – and growing – regional drive market of 90.5 million from the Carolinas, Tennessee, Georgia and Virginia. Opportunities exist to grow the embarkation cruise sector, especially to locations like Bermuda and the Caribbean. At the same time, port-of-call visits remain a popular introduction for passengers to the city's many attractions.

For almost 40 years, the Port of Charleston has welcomed the cruise industry and countless

visitors to the Holy City. The port's passenger terminal is conveniently located in the heart of downtown, just steps away from the city's finest restaurants, shops, museums and attractions, and just one hour sailing time from the open ocean.

Since May of 2010, Charleston has been the home port of the Carnival Fantasy, which offers a year-round cruise calendar with various itineraries to the Caribbean and Bermuda. Charleston has also played host to some of the world's finest ships, including The World and the Queen Mary 2.

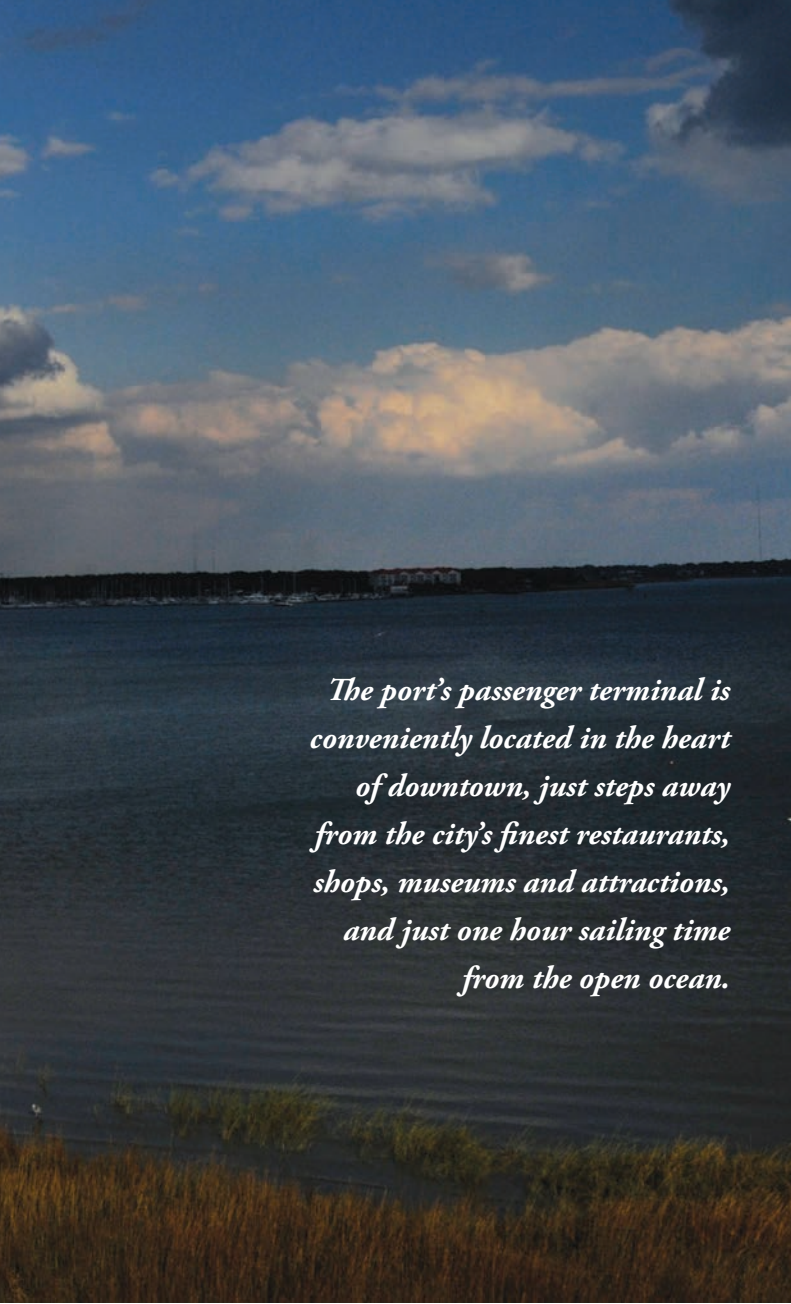
The Port of Charleston is also investing heavily in its cruise infrastructure, with a new hydraulic gangway delivered already and major improvements in the works. Current plans include a new, state-of-the-art cruise facility as well as more than 30 redeveloped acres of industrial property near Charleston's historic district. The new facility is expected to be ready by late 2013.

Team Charleston ensures that your cruise experience will be a successful one. The collaboration among Port of Charleston's partners in security, ground

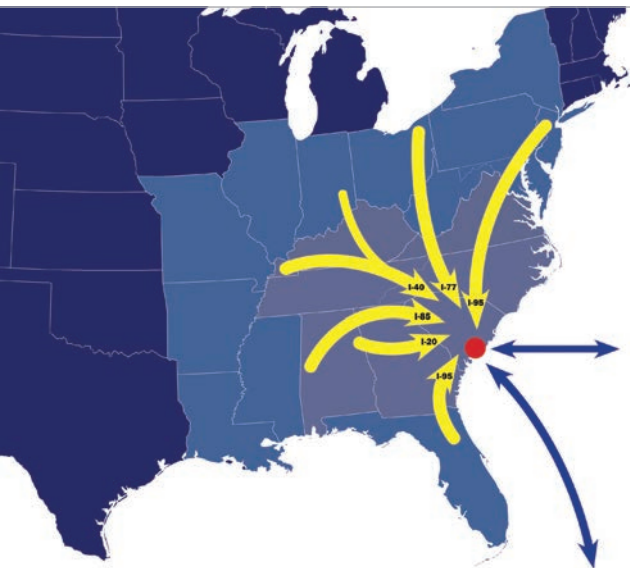
operations, shuttle providers, labor and others working hand-in-hand make a cruise embarkation or port of call completely seamless to the cruise guest and ship staff.

The Port of Charleston offers a proven cruise market plus a collaborative team of professionals experienced in cruise operations to deliver on your promise of first-class service. Bottom line: we're ready for you to set sail from Charleston.





*The port's passenger terminal is conveniently located in the heart of downtown, just steps away from the city's finest restaurants, shops, museums and attractions, and just one hour sailing time from the open ocean.*



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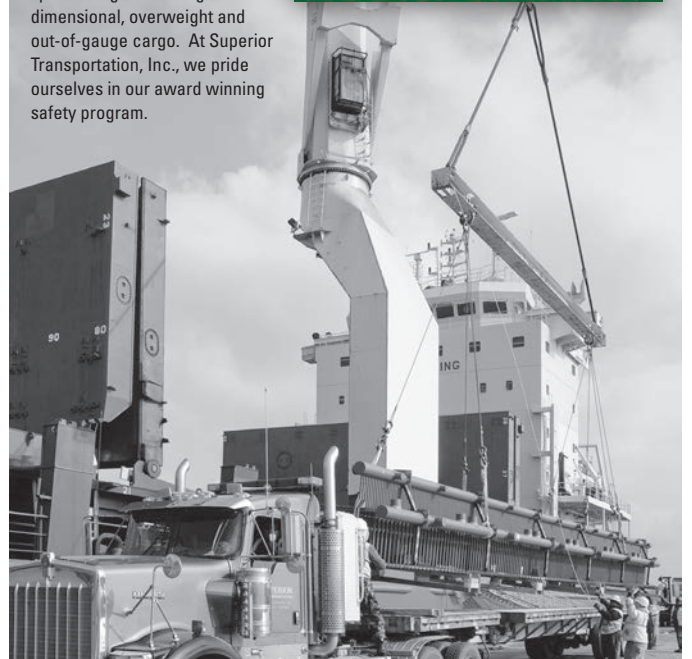
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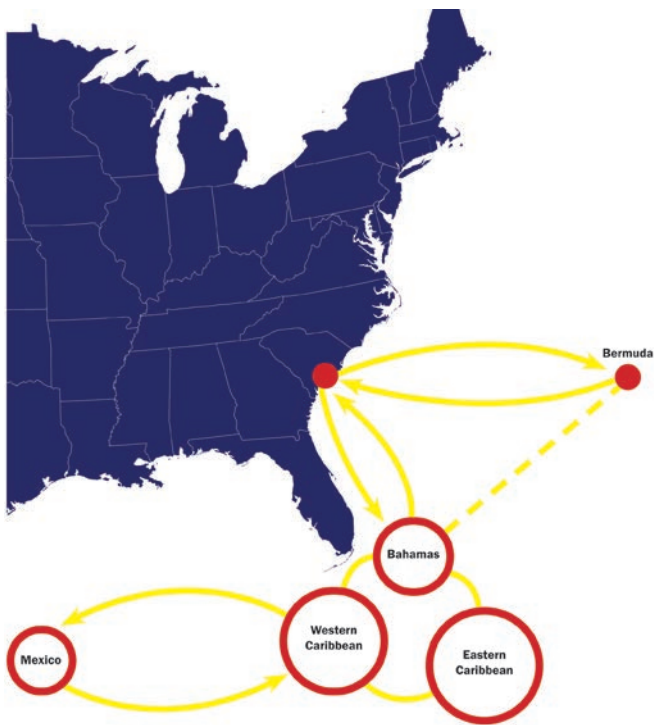
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The Port of Charleston is emerging as a premier boutique cruise embarkation point. Combining the historic charm of downtown Charleston and efficient passenger access to cruises offered by the world's leading lines, the Port of Charleston offers a totally unique experience.

In an effort to continually improve that experience and to grow the cruise business in scale and context with what already makes Charleston a great place to live and visit, a new cruise terminal is needed.

Working in close collaboration with the City of Charleston, the South Carolina State Ports Authority has created a Concept Plan for its Union Pier Cruise Terminal and the surrounding area that includes a new cruise terminal in downtown Charleston.

#### Goals of the Concept Plan included:

Create a financially viable plan for a new cruise terminal that is attractive and in keeping with the character of historic Charleston.

Comply with today's enhanced cruise security requirements.

Mitigate impacts on existing infrastructure and traffic.

Identify additional uses for the Union Pier property that bring enjoyment to Charlestonians and enhance the local economy.

Increase public access to Charleston's historic waterfront.

For more information on this exciting project, please visit [www.unionpierplan.com](http://www.unionpierplan.com)

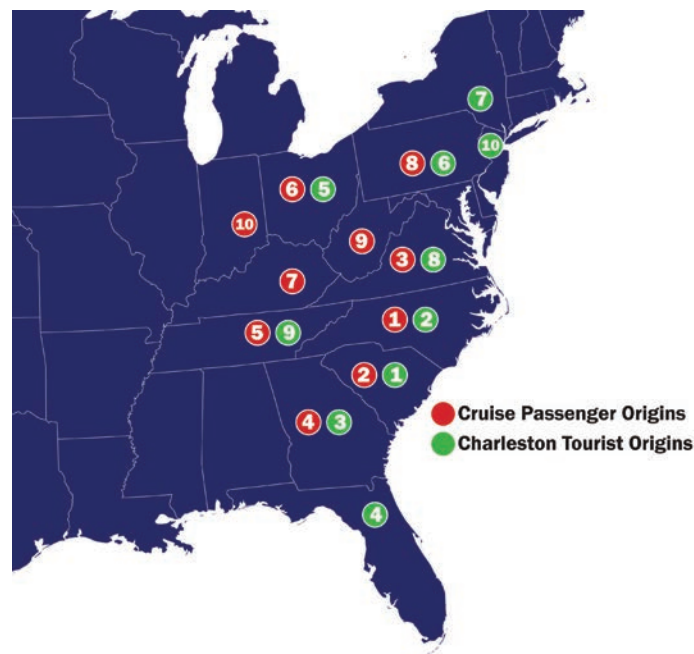
#### CRUISE BUSINESS CONTACT

Peter Lehman  
Vice President, Cruise & Real Estate  
843-577-8601 • [plehman@scspa.com](mailto:plehman@scspa.com)

**GEL** Engineering LLC

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- Dredge Design & Permitting
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- Wetlands Evaluations & Permitting
- Spill Response Forensic Testing
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- Industrial Hygiene

[www.gel.com](http://www.gel.com)
(843) 769-7378
problem solved





# TERMINALS

- 42 Wando Welch
- 44 North Charleston
- 46 Columbus Street
- 48 Union Pier
- 50 Veterans
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Ocean carriers may request holiday or weekend gates. If you have holiday or weekend needs please notify your ocean carrier so arrangements can be made. For a list of carriers operating holiday gates in Charleston please visit [SCSPA.com](http://SCSPA.com) and click on Operational Tools.

## 2012 Container Gate Holiday Schedule

HOLIDAY	OBSERVED	WORK SCHEDULE	GATE HOURS
New Year's Day 2012	SCSPA- January 2, 2012 - Monday ILA- January 1, 2012 - Sunday	No Work Day	Closed
Martin Luther King's Birthday	January 16 - Monday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
President's Day	February 20 - Monday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Good Friday	April 6- Friday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Memorial Day	May 28 - Monday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Independence Day	July 4 - Wednesday	No Work Day	Closed
Labor Day	September 3 - Monday	No Work Day	Closed
Veterans Day	November 12 - Monday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Thanksgiving	November 22 - Thursday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Day After Thanksgiving	November 23 - Friday	Regular Work Day	Regular Hours
Christmas Eve	December 24 - Monday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Christmas Day	SCSPA- December 25 - Tuesday ILA- December 25 - Tuesday	No Work Day	Closed
New Year's Eve	December 31- Monday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
New Year's Day 2013	SCSPA- January 2, 2013 - Tuesday ILA- January 2, 2013 -Tuesday	No Work Day	Closed



## Container Gate Operating Hours — ( All facilities )

TERMINAL	LINE/FACILITY	DAY OF OPERATION	FLEX SCHEDULE?	HOURS OF GATE OPERATION	YARD SERVICE PROVIDED
North Charleston	Common Use	Monday - Friday	Yes	7:00 - 18:00	Yes
Wando Welch	Common Use	Monday - Friday	Yes	7:00 - 18:00	Yes

Motor carriers attempting to perform dual missions must enter the lanes by 1700. • Motor carriers attempting to perform single missions must enter the lanes by 1730.  
Motor carriers attempting to deliver or receive loaded running reefers must enter the lanes by 1600.





# Wando Welch (Charleston)

**Location:** PortCharleston / US East Coast-South Atlantic / Mt. Pleasant, South Carolina

**Address:** 400 Long Point Rd., Mt. Pleasant, 29464

**Driving Directions:** From I-26 head SE, take exit 212C to merge onto I-526E, take Long Point Rd exit, make right at light and continue down the road to the terminal gates.

**Terminal Manager:** 843-856-7005

**Container Operations:** 843-856-7006

**Breakbulk Operations:** 843-856-7029

**Driver's Assistance:** 843-856-7009

**Total Acreage:** 689

**Developed Acreage:** 399

**Container Yard Acreage:** 245.8

**Container Slots:** 28,768 Grounded + 4,707 Wheeled

**Reefer Slots:** 1,205

**Interchange Lanes/Gates:** 27

**Rail Service:** Near dock. CSX & Norfolk Southern.

**Road Miles to Railhead:**

**CSX:** 14 miles • **Norfolk Southern:** 13 miles

**Berth Length:** 3,800 feet / 1,158.24 meters

**Depth Alongside:** 45 feet / 13.72 meters at Mean Low Water

**Air Draft: (feet/meters)** 186 feet / 56.69 meters at Mean High Water

**Piloting Time:** About 1.5 hours dependent on conditions.

**Container Yard Equipment:** 30 RTGs. 19 Toplifters. 12 Empty Handlers.

**Warehouses:** Bldg # 402 187,680 square feet. Dual-sided cross dock facility served by yard truck and outside the TWIC zone.

<b>Container Cranes:</b>	Crane Make: HHI	Quantity: 4	Outreach: (f/m) 189'9" / 57.84
	Crane Make: HHI/GE	Quantity: 2	Outreach: (f/m) 196'9" / 59.97
	Crane Make: Morris	Quantity: 3	Outreach (f/m) 146' / 44.50
	Crane Make: ZPMC	Quantity: 2	Outreach (f/m) 196'9" / 59.97

41 MOVES  
PER HOUR PER CRANE.  
TRUCK TURN TIME  
AVERAGE  
APPROXIMATELY 21  
MINUTES.





# Terminal Layout

## Wando Welch

- Container Handling
- Refrigerated Handling
- Transload Warehouse
- Container Interchange
- Chassis Interchange Yard
- Guard Gate
- RPM Radiation Portal Monitor
- Maintenance
- Office

W  
A  
N  
D  
O  
R  
I  
V  
E  
R

3800'  
3500'  
3000'  
2500'  
2000'  
1500'  
1000'  
500'  
0'

D STREET

C STREET

B STREET

A STREET

HOBCAW CREEK

402

Shipping Ln

Longpoint Rd

INBOUND

INBOUND

INBOUND

OUTBOUND

### Crane Outreach

IN ROWS

(2) ZPMC Super Post Panamax

23

(6) Paceco/Hyundai Super Post Panamax

22

(3) Morris Post Panamax

17

400' 0' 400' 800' 1200'





# North Charleston (Charleston)

**Location:** PortCharleston / US East Coast-South Atlantic / North Charleston, South Carolina  
**Address:** 1000 Remount Rd., N. Charleston, 29406  
**Driving Directions:** From I-26: Head SE, take exit 212C to merge onto I-526 E. Take exit 19 for N. Rhett Ave., turn left onto N. Rhett. Turn right at Remount Road, continue on to terminal gates.

**Terminal Manager:** 843-745-6533  
**Container Operations:** 843-745-6525  
**Breakbulk Operations:** 843-745-3254  
**Driver's Assistance:** 843-745-6525

**Total Acreage:** 201  
**Developed Acreage:** 197.8  
**Container Yard Acreage:** 132.4

**Container Slots:** 19,650 Grounded + 2,319 Wheeled  
**Reefer Slots:** 380  
**Interchange Lanes/Gates:** 14

**Container Yard Equipment:** 8 RTGs.  
 24 Toplifters. 5 Empty Handlers.

**Berth Length:** 2,500 feet / 762 meters  
**Depth Alongside:** 45 feet / 13.72 meters at Mean Low Water  
**Air Draft: (feet/meters)** 155 feet / 47.2 meters at Mean High Water  
**Piloting Time:** About 2 hours dependent on conditions.

**Rail Service:** On dock & Near dock. CSX & Norfolk Southern.  
 Switching handled by SC Public Railways.  
**Road Miles to Railhead:**  
**CSX:** 6 miles • **Norfolk Southern:** 5.5 miles

**Container Cranes:** Crane Make: IHI Quantity: 4 Outreach: (f/m) 145' / 44.20  
 Crane Make: ZPMC Quantity: 2 Outreach: (f/m) 196'9" / 59.97

41 MOVES  
 PER HOUR PER CRANE.  
 TRUCK TURN TIME  
 AVERAGE  
 APPROXIMATELY 21  
 MINUTES.





# Terminal Layout

## North Charleston

- Container Handling
- Refrigerated Handling
- Transload Warehouse
- Container Interchange
- Guard Gate
- RPM Radiation Portal Monitor
- Maintenance
- Office





# Columbus Street (Charleston)

**Location:** PortCharleston / US East Coast-South Atlantic / Charleston, South Carolina

**Address:** 1 Immigration Street, Charleston, 29403

**Driving Directions:** From I-26 head SE, take exit 219. At bottom of ramp turn left. Continue on Morrison Drive through 4 traffic lights. Turn left into the terminal.

**Terminal Manager:** 843-577-8743

**Breakbulk Operations:** 843-577-8772

**Total Acreage:** 155

**Developed Acreage:** 135

**Wharf Acreage:** .9

**Ro/Ro Acreage:** 44.3

**Breakbulk Ops Acreage:** 25.1

**Heavy Lift Acreage:** 4.9

**Rail Yard Acreage:** 10.8

**Other Handling Acreage:** 17.5

**Warehouses:**

**Bldg # 105:** 165,099 square feet. Covered rail access.

**Bldg # 108:** 94,050 square feet. Covered rail access.

**Bldg # 186:** 100,000 square feet. Rail access.

**Berth Length:** 3,500 feet / 1,066 meters

**Depth Alongside:** 45 feet / 13.72 meters at Mean Low Water

**Air Draft: (feet/meters)** Unlimited

**Piloting Time:** About 1 hour dependent on conditions.

**Rail Service:** On dock. CSX & Norfolk Southern.

Switching handled by SC Public Railways.

**Road Miles to Railhead:**

**CSX:** 8.4 miles • **Norfolk Southern:** 8 miles








**Container Cranes:** Crane Make: IHI Quantity: 1 Outreach: (f/m) 113'6" / 34.59  
Crane Make: Espana Quantity: 2 Outreach (f/m) 145' / 44.20

**Mobile Cranes:** Up to 500 short tons. Details available at [www.CharlestonHeavyLift.com](http://www.CharlestonHeavyLift.com).  
Lifting rail direct to ship. Truck direct to ship. Rail to storage yard.  
Truck to storage yard.





## Terminal Layout Columbus Street

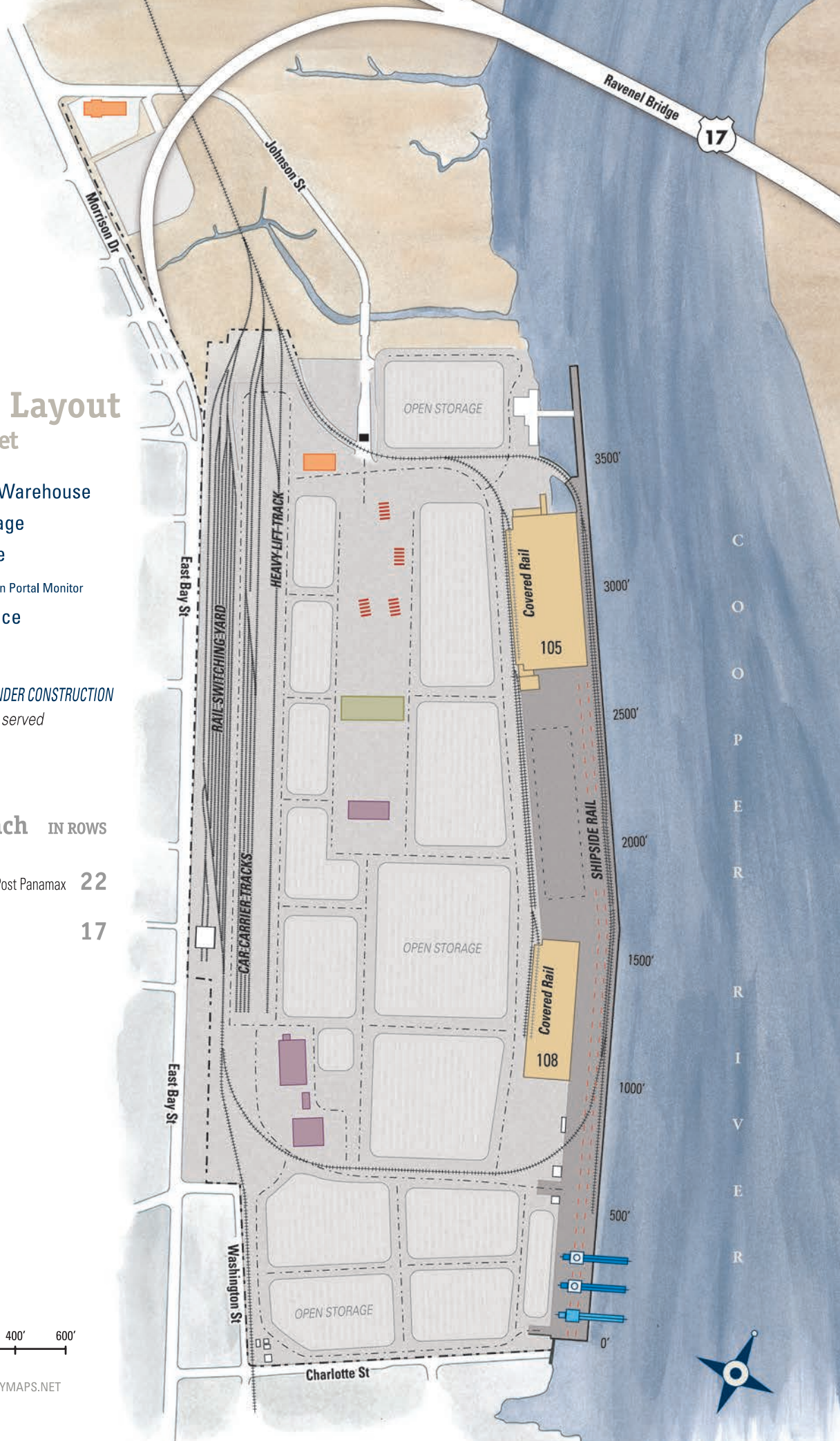
-  Transload Warehouse
-  Open Storage
-  Guard Gate
-  RPM Radiation Portal Monitor
-  Maintenance
-  Office
-  WAREHOUSE UNDER CONSTRUCTION  
100,000sf rail served

## Crane Outreach IN ROWS

-  (2) Paceco/Espana Super Post Panamax **22**
-  (1) IHI Post Panamax **17**

200' 0' 200' 400' 600'

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# Union Pier (Charleston)

**Location:** PortCharleston / US East Coast-South Atlantic / Charleston, South Carolina

**Address:** 32 Washington St. Charleston, 29401

**Driving Directions:** From I-26 head SE, take exit 219-B. At bottom of ramp turn left. Continue on Morrison. The street name will change from Morrison Drive to East Bay Street. Follow the green highway signs to Union Pier Terminal

**Terminal Manager:** 577-8776

**FAX:** 577-8662

Union Pier Terminal is one of Charleston's dedicated breakbulk handling facilities. UPT is ideal for handling traditional non-container freight such as forest products, metals, equipment, and project cargo. Buildings 318 and 322 were designed to handle paper being moved between ships and rail cars. This facility is also well-suited to handling various types of transload business between containers and rail cars. A redevelopment plan is in process that will replace a portion of the cargo handling facilities (Building 322 specifically) to a new cruise terminal in the near future.

- 2,470 continuous feet of berth space
- Over 500,000 square feet of sprinkler-protected transit sheds
- Multiple rail lines serving warehouses and dockside open storage areas
- Covered rail access to all warehouses
- Asphalt and concrete open storage areas
- Smooth transitions between dockside aprons and ground-level open storage
- Excellent security with visibility-restricted screening on chain-link and barbed-wire fencing with a manned 24-hour guard gate
- Easy access to I-26
- Less than one hour to open ocean
- Depth alongside-35 feet MLW

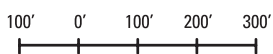




# Terminal Layout

## Union Pier

- Passenger Terminal
- Cruise Parking
- Transit Shed
- Guard Gate
- Open Storage
- Maintenance
- Main Office





# Veterans (Charleston)

**Location:** PortCharleston / US East Coast-South Atlantic / North Charleston, South Carolina

**Address:** 1150 North Port Dr., North Charleston, 29405

**Driving Directions:** I-26 to Cosgrove Ave. Left on Spruill Ave. Right on McMillan.  
Right on Hobson. Follow to terminal.

**Terminal Manager:** 843-745-6547

**Breakbulk Operations:** 843-745-6548

**Driver's Assistance:** 843-745-6548

**Total Acreage:** 110

**Open Storage Area:**  
Paved & ROC

**Warehouses:**

**Bldg # 207:** 42,793 square feet.

**Bldg # 224:** 54,200 square feet.

**Rail Service:** CSX & Norfolk Southern.

**Road Miles to Railhead:**

**CSX:** 6.4 miles • **Norfolk Southern:** 6.3 miles

**Air Draft: (feet/meters)** 186 / 56.69

**Piloting Time:** About 1.5 hours  
dependent on conditions.

**Pier Lima Length:** 952 ft / 290 m

**Pier Lima Depth Alongside:** 35 ft / 10.67 m

**Pier Mike Length:** 1,100 ft / 335 m

**Pier Mike Depth Alongside:** 35 ft / 10.67 m

**Pier November Length:** 1,150 ft / 350.5 m

**Pier November Depth Alongside:** 35 ft / 10.67 m

**Pier Zulu Length:** 1,250 ft / 381 m

**Pier Zulu Depth Alongside:** 35 ft / 10.67 m

**Mobile Cranes:**

Details available at [www.CharlestonHeavyLift.com](http://www.CharlestonHeavyLift.com).

Lifting truck direct to ship. Rail to storage yard. Truck to storage yard.









# Georgetown

**Location:** Port of Georgetown / US East Coast-South Atlantic / City of Georgetown, South Carolina  
**Address:** 1324 Dock Street Georgetown, SC 29440-3219

**Terminal Manager:** 843-527-4476

**Distance to Sea Bouy:** 13.5 Miles.

**Project Depth:** 27 Feet at Mean Low Water.

(The channel is not currently maintained at project depth.)

**Current Depth:** 18 Feet at Mean High Water.

(As of November 2011)

**Air Draft:** Unrestricted.

**Tidal Current:** 1.0 - 1.5 Knots.

**Tidal Range:** Approximately 3.3 Feet.

**Pilot Time:** 1.5 - 2 Hours. Local pilotage is required.

**Berth:** 4 Berths totalling 1,800 feet.

**Water:** Available at all berths.

**Tug & Tow:** Available through McAllister Towing.

**Open Storage Area:** 27.9 Acres.

**Warehouse space:** 2 Buildings totalling 103,000 sf. Rail-served.

**Other Buildings:** 3 Sheds totalling 36,800 sf. Dome with 2 side buildings.

**Mobile Cranes:** Lifting truck direct to ship. Rail to storage yard. Truck to storage yard.

**Rail Served:** CSX is on-site with siding that accommodates 75 railcars.

**Truck Scales:** On-site.

**Customs & Border Protection:** Services available on-site.

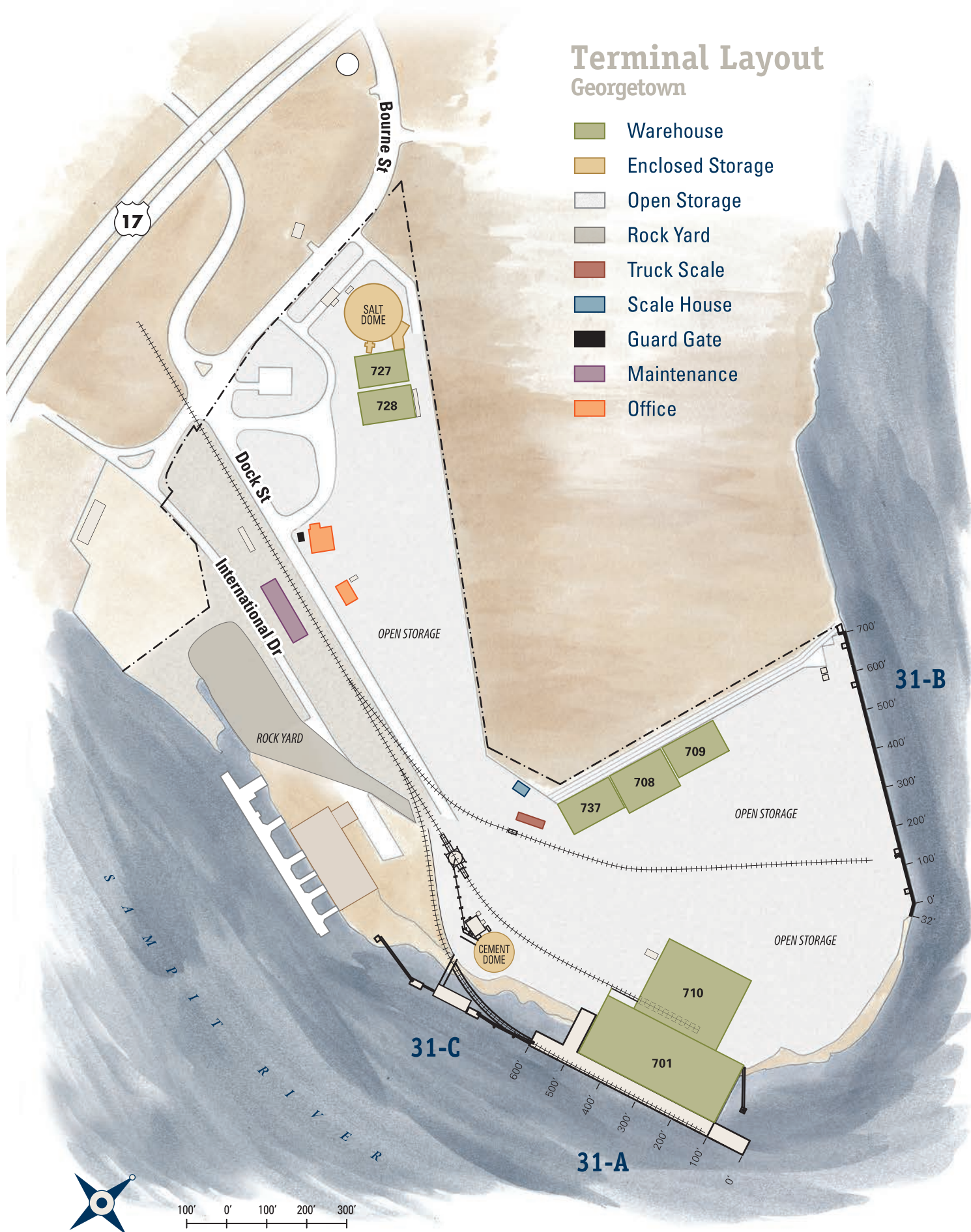
**Specialized Capabilities:** Cement, metals, aggregates, chemicals and forest products.





# Terminal Layout Georgetown

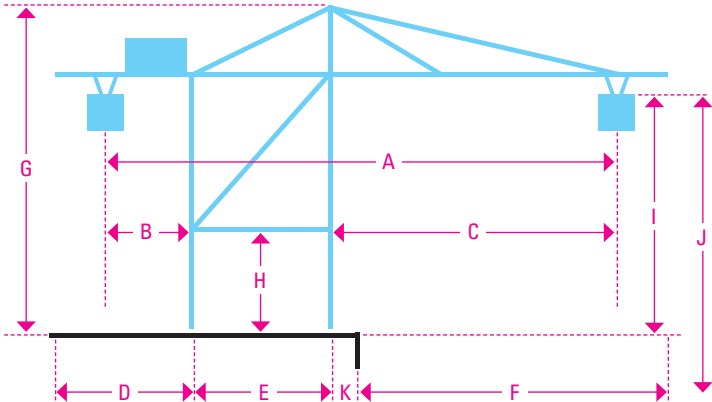
- Warehouse
- Enclosed Storage
- Open Storage
- Rock Yard
- Truck Scale
- Scale House
- Guard Gate
- Maintenance
- Office





# Dockside Container Crane Specs

type	quantity	A	B	C	D	E	F	G
COLUMBUS STREET TERMINAL								
Paceco/Espana Post Panamax	2	270'	75'	145'	106' 3"	50'	161'	211'
IHI Post Panamax	1	213' 6"	50'	113' 6"	96' 5"	50'	136'	171' 2"
NORTH CHARLESTON TERMINAL								
IHI Post Panamax	4	270'	75'	145'	125'	50'	165' 6"	202'
ZPMC Super Post Panamax	2	371' 9"	75'	196' 9"	126' 3"	100'	224'	231' 6"
WANDO WELCH TERMINAL								
HHI / GE Super Post Panamax	2	371' 9"	75'	196' 9"	127' 1"	100'	221' 6"	236' 2"
HHI Super Post Panamax	4	339' 9"	50'	189' 9"	100'	100'	216' 8"	234' 2"
Morris Post Panamax	3	296'	50'	146'	90' 3"	100'	165'	202' 2"
ZPMC Super Post Panamax	2	371' 9"	75'	196' 9"	126' 3"	100'	224'	231' 6"





H	I	J	K	Under Spreader Capacity LBS	Under Cargo Beam Capacity LBS	HOIST LADEN FPM	HOIST EMPTY FPM	TOLLEY SPEED FPM	GANTRY SPEED FPM
55'	117'	162'	11' 9"	112,000	138,800	175	425	500	150
35'	82' 6"	130'	11' 9"	89,600	100,000	100	240	400	150
40'	100'	145'	14'	89,600	100,000	150	360	500	150
50'	115'	164' 9"	14'	145,600	179,200	197	558	787	197
50'	115'	164' 9"	11' 9"	145,600	168,000	174	558	787	150
54'	115'	160'	10' 6"	112,000	145,600	175	425	500	150
46' 8"	112' 3"	157'	10' 6"	89,600	110,000	165	410	492	150
50'	115'	164' 9"	10' 6"	145,600	179,200	197	558	787	197





# Inland Infrastructure

Bringing the goods to and from the port is equally important as what happens once it reaches the terminal. South Carolina has well-developed inland infrastructure that delivers cost-effective and efficient transportation by rail or motor carrier serving the fastest-growing region of the country. In fact, more than 60 million people live within 500 miles of South Carolina's ports today, and reports indicate that the Southeast marketplace is expected to grow by 43 percent in the next 20 years.

South Carolina's inland connectivity, including two

Class-1 railroads and major interstates, including interstates 85 and 95, provide ample reach to 80% of the U.S. population.

Rail access to the port's hinterland is provided through Norfolk Southern and CSX, with South Carolina Public Railways providing switching into the port facilities for on-dock intermodal service. Also, just a short truck dray from each of the terminals are two near-dock rail-heads centralized within the Charleston area, providing daily, double-stack rail service to Atlanta, Memphis, Dallas, Charlotte and Kentucky.

Additional rail improvements for the region are in discussion at the state's highest levels, and enhanced regional rail to serve a growing client base is one of the Ports Authority's top strategic priorities.

For road-bound cargo, more than 100 local trucking companies are ready to serve your local dray or long-haul needs. With 27 major metropolitan areas within 300 miles, our drive market is rich in automotive, aviation, chemical, furniture, apparel and textile clients. Five major interstate highways are located in South Carolina, providing connections to

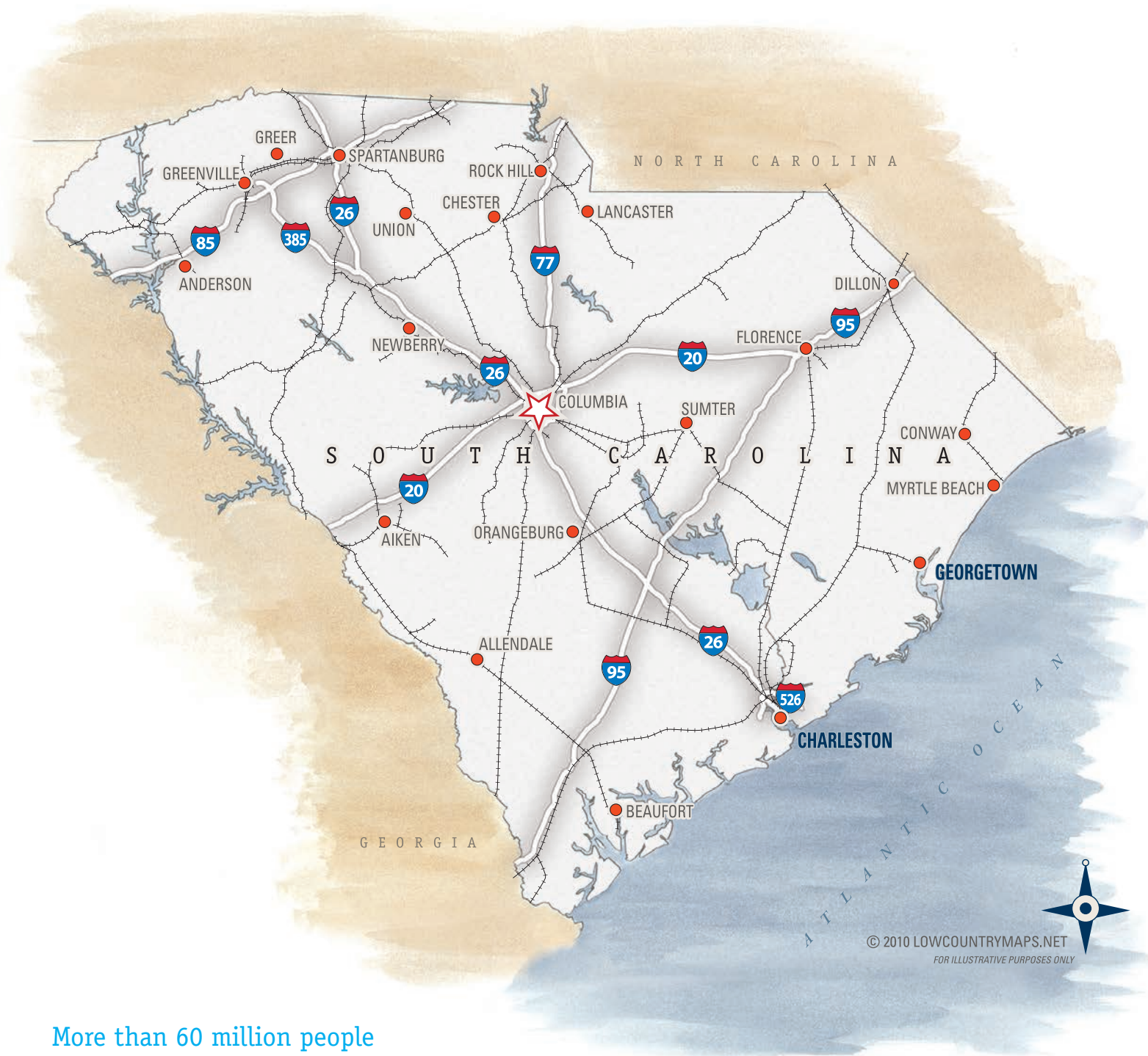
the entire U.S. Interstate Highway System. This efficient highway system makes Charleston the top port to serve the manufacturing-rich I-85 corridor from Raleigh/Durham, North Carolina all the way to Atlanta, Georgia. And recent increases in the state's overweight limits make traveling on South Carolina highways even more efficient.

By road or by rail, South Carolina delivers reliable inland connections.





# South Carolina RAILWAYS & INTERSTATES



More than 60 million people live within 500 miles of South Carolina's ports today, and reports indicate that the Southeast marketplace is expected to grow by 43 percent in the next 20 years.



# SC International Freight Base

South Carolina ports offer direct access to some of the largest concentrations of international freight in the Southeast U.S. Our portfolio of clients is strong and growing with the arrival of large class A industrial distribution complexes and new manufacturing centers near the port. Our list of distribution center operations in South Carolina includes:

BMW manufacturing	Fruit of the Loom
Michelin North America	FUJIFILM
Sam's Club	Ross Stores
Amazon	Harbor Freight
QVC	Black & Decker
Honda	Husqvarna
FujiFilm	Electrolux Home Products
Daimler Vans	Haier
Adidas Group	Belks Inc.
General Electric	FoodHandler
Eastman Chemical	Johnson Controls
Bosch Corp.	Northern Tool
Bridgestone/Firestone	TBC Corp.
Starbucks Coffee	Gildan Activewear
Shimano	and many more...

The Port of Charleston is gaining in reputation as The Next Big Deal in Distribution. Approximately 25 million square-feet of class A industrial spec buildings are committed to the Port of Charleston home market. About 20 million sf is committed to the area within 30 miles of the port. These developments offer tremendous opportunities for any firm looking for class A industrial buildings for distribution center or manufacturing/assembly operations. The developers are some of the most prominent in the nation:

Hillwood Investment Properties	Jafza South Carolina
Rockefeller Group Development	Johnson Development Associates
Childress Klein Properties	Lauth Properties
Kirco Development	Pattillo Construction
Miller-Valentine	and others...





# Thanks to ports like Charleston, tourists aren't the only things attracted to the South Carolina coast.

South Carolina's world-class Port of Charleston deserves nothing less than world-class intermodal service. With the ability to reach over 66% of the U.S. population reliably, efficiently and safely, that's exactly what CSX provides. Call 800-288-8620 or visit [www.csxi.com](http://www.csxi.com) to learn more.





# Truck and Rail Access

Interstate Hwy.	Miles from Charleston	City	State	Miles from Charleston
Interstate 95.....	50	Tuscaloosa.....	AL .....	532
Interstate 77.....	105	Miami.....	FL.....	586
Interstate 20.....	112	Jacksonville.....	FL.....	240
Interstate 85.....	200	Atlanta.....	GA.....	320
Interstate 40.....	260	Statesboro.....	GA.....	162
Interstate 26.....	0	Augusta.....	GA.....	178
		Indianapolis.....	IN.....	726
		Louisville.....	KY.....	620
		Southaven.....	MS.....	706
		Asheville.....	NC.....	267
		Charlotte.....	NC.....	209
		Greensboro.....	NC.....	305
		Raleigh.....	NC.....	280
		Fayetteville.....	NC.....	221
		Columbus.....	OH.....	684
		Columbia.....	SC.....	110
		Rock Hill.....	SC.....	200
		Greenville.....	SC.....	214
		Spartanburg.....	SC.....	200
		Summerville.....	SC.....	21
		Knoxville.....	TN.....	371
		Memphis.....	TN.....	713

Charleston offers competitive class 1 rail service from both CSX and Norfolk Southern. Intermodal rail service is available on-dock or near dock at all Port of Charleston container terminals. Charleston also offers excellent rail access for breakbulk and heavy lift cargo, as well as transloading opportunities. Boxcar service is provided directly into warehouses at North Charleston, Columbus Street, and Union Pier Terminals. Automotive transport rail service is provided at Union Pier Terminal. Flat car service for heavy, out-of-gauge, and project cargo is available at North Charleston, Columbus Street, Union Pier, and Veterans Terminal. Columbus Street Terminal has the added benefit of dockside rail service allowing shippers the ability to lift directly between the rail car and the ship.

City	Best Intermodal Transit Time (days)	City	Best Intermodal Transit Time (days)
Atlanta, GA.....	1.5	Huntsville, AL.....	3.6
Baltimore, MD.....	1.1	Kingsport, TN.....	3.4
Birmingham, AL.....	3.0	Louisville, KY.....	3.7
Charlotte, NC.....	2.8	Memphis, TN.....	2.3
Chicago, IL.....	3.2	Mobile, AL.....	3.6
Cincinnati, OH.....	2.1	Nashville, TN.....	3.0
Dallas, TX.....	2.8	New Orleans, LA.....	2.7
Jacksonville, FL.....	1.3	Tampa, FL.....	2.4



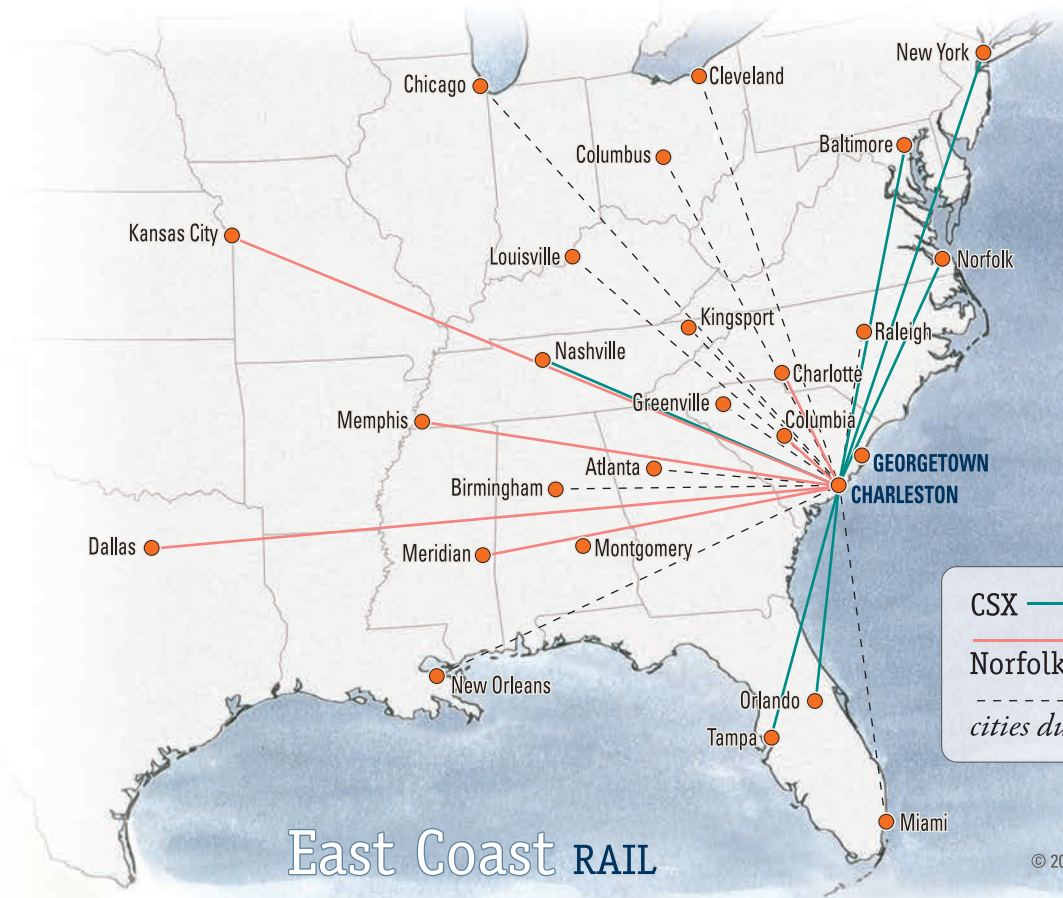




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### FOR PRICING AND TARIFF QUOTES CONTACT:

**April Fletcher**  
843-577-8161  
afletcher@scspa.com

### EXECUTIVE MANAGEMENT:

**Jim Newsome**  
*President & CEO*  
843-577-8600 • jnewsome@scspa.com

**Paul McClintock**  
*SVP and Chief Commercial Officer*  
843-577-8151 • pmcclintock@scspa.com

**Bill McLean**  
*SVP, Operations*  
843-577-8603 • bmclean@scspa.com

**Peter Hughes**  
*SVP and Chief Financial Officer*  
843-577-8140 • phughes@scspa.com

**Barbara L. Melvin**  
*VP, Government Relations*  
843-577-8799 • bmelvin@scspa.com

**Joe Bryant**  
*VP, Terminal Development*  
843-577-8611 • jbryant@scspa.com

**Steve Connor**  
*VP, Security, Human Resources  
and Administration*  
843-577-8134 • sconnor@scspa.com

**Jack Ellenberg**  
*VP, Cargo Development*  
843-577-8689 • jellenberg@scspa.com

**Art Pruett**  
*VP, Carrier Sales*  
843-577-8620 • apruett@scspa.com

**Pamela A. Everitt**  
*Chief Information Officer*  
843-577-8678 • peveritt@scspa.com

**Peter O. Lehman, Esq.**  
*VP, Cruise and Real Estate*  
843-577-8601 • plehman@scspa.com

**Byron D. Miller**  
*VP, Marketing/Sales Support*  
843-577-8197 • bmiller@scspa.com

**Steve Kemp**  
*VP, Terminal Operations*  
843-577-8756

### SALES STAFF:

**Paul McClintock**  
*Senior Vice President,  
Chief Commercial Officer*  
843-577-8151 • pmcclintock@scspa.com

**Art Pruett**  
*Vice President, Carrier Sales*  
843-577-8620 • apruett@scspa.com

**Sheila Cox**  
*Regional Sales Manager, Charlotte, NC*  
704-643-7777 • scox@scspa.com

**Victor DiPaolo**  
*Manager International Carrier Sales,  
New Jersey/New York*  
718-351-5058 • vdipaolo@scspa.com

**Yukio "Yogi" Doi**  
*Director, Japan Sales*  
81-3-5642-6317 • scspa@carrot.ocn.ne.jp

**Jack Ellenberg**  
*VP, Cargo Development*  
843-577-8689 • jellenberg@scspa.com

**Mr. Jong Sung (JS) Lee**  
*Korea Office Director*  
82-2-553-0681 • jslee@tseglobal.co.kr

### MARKETING STAFF:

**Byron Miller**  
*VP, Marketing/Sales Support*  
843-577-8197 • bmiller@scspa.com

**Marion Bull**  
*Marketing Manager*  
843-577-8622 • mbull@scspa.com

**April Fletcher**  
*Marketing Research Specialist*  
843-577-8161 • afletcher@scspa.com

**Micah Mallace**  
*Inside Sales Representative*  
843-577-1311 • mmallace@scspa.com

**Anthony Lobo**  
*Agent, India Sales*  
++0091 9820123909  
anthonyscspa@rediffmail.com

**Craig Lund**  
*Economic Development Consultant*  
843-577-8109 • clund@scspa.com

**Ted McNair**  
*Marketing and Sales Representative,  
Bulk, Breakbulk and Project Cargo*  
843-577-8754 • tmcnair@scspa.com

**Matt Pesavento**  
*Regional Sales Manager, Atlanta, GA*  
678-775-6731 • mpesavento@scspa.com

**Kara Ramsey**  
*Manager, Cargo Development*  
843-577-8762 • kramsey@scspa.com

**Qiming Song**  
*Director, China Sales*  
0086-21-64759788 • qmsong@yahoo.cn

**Brad Strobble**  
*General Manager, Breakbulk,  
Project Cargo and Georgetown Sales*  
843-577-8658 • bstrobble@scspa.com

**Rebecca Yang**  
*Manager, Trans Pacific Sales*  
843-577-8708 • ryang@scspa.com

**Ingrid Torlay**  
*Marketing Research Analyst*  
843-577-8632 • itorlay@scspa.com

**Suzan Carroll-Ramsey**  
*Inside Sales & FTZ Specialist*  
843-577-8144 • scarrollramsey@scspa.com





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As one of South Carolina's largest landowners, we are developing nine uniquely versatile industrial developments in the state. MWV is a Fortune 500 company with solid financial footing, and a proven track record of successful joint ventures with world-class partners.

We have unparalleled knowledge of the history and upside potential of each one of our properties, and take great care to maintain strong relationships with local governments, state agencies and economic development organizations. Our industrial parks and business campuses are attracting a host of multinational companies to South Carolina, helping to build our state's economy.

Call James Hill or Mark Dishaw at 843.871.5000 to learn more about growing your business in an MWV commerce park.







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Rockefeller Group-MeadWestvaco Foreign Trade Zone is planned for four buildings totaling 2.7 million square feet. A 1.1 million sf distribution center was completed for TBC Corporation last year and a pad is ready for construction now of a fully-permitted 561,600 sf building for distribution or manufacturing with another pad of 455,600 under construction, all within striking distance of one of the world's more productive deep-water ports.

The Rockefeller Group and MWV recognize the long-term value of investing in South Carolina, especially with one of the busiest container ports in the United States already handling post-Panamax ships.

For more information, please contact Edward J. Guiltinan, RGDC Vice President, at 212.282.2018 and let us give you a place to grow.





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